APPENDIX V.

[Vide answer to starred question No. 813, asked by SRI M. Kalyanasundaram, on page 780.]

[G.O. Ms. No. 2481, Industries, Labour and Co-operation (Transport), dated 4th May 1962.]

Madras State Transport Department—Drivers, conductors and other traffic staff—Payment of enhanced batta—Sanctioned.

READ—the following papers :—

G.O. Ms. No. 3435, Home, dated 15th September 1948.

G.O. Ms. No. 1269, Home, dated 17th April 1953.

G.O. Ms. No. 1277, Home, dated 17th April 1953.

G.O. Ms. No. 2460, P.W., dated 28th June 1955.

G.O. Ms. No. 817, Industries, Labour and Co-operation, dated 17th February 1960.

G.O. Ms. No. 1573, Industries, Labour and Co-operation, dated 24th March 1960.

G.O. Ms. No. 4089, Industries, Labour and Co-operation, dated 24th August 1960.

G.O. Ms. No. 5164, Industries, Labour and Co-operation, dated 7th November 1960.

G.O. Ms. No. 6988, Industries, Labour and Co-operation, dated 15th December 1961.

G.O. Ms. No. 1328, Industries, Labour and Co-operation, dated 3rd March 1962.

From the Director, Madras State Transport, dated 7th February 1962, 8th March 1962, 23rd March 1962 and 13th April 1962, No. 96/Esst. Tr/62.

Order—No. 2481, *Industries, Labour and Co-operation* (*Transport*), *dated 4th May* 1962.

The payment of daily batta to the drivers, conductors and other traffic staff of the Madras State Transport Department (Madras and Kanyakumari Branches) is now regulated by the several orders of the Government read above. Representations have been received with the Government for enhancement of the rates of batta. They have been considered and Government are pleased to issue the following orders.

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areas in Ramanathapuram district. Accordingly, the Special Officer submitted specific proposals for improvement of these backward areas. The heads of departments were requested to take into account these proposals while submitting Part II Schemes to the Government in connection with the Budget of each year. These areas, also, came up for special notice during the Ramanathapuram riots in 1957, which focussed the attention on the economic and social condition of these areas. Further in the Third Plan, special consideration has been given for the development of these areas in the matter of Minor Irrigation, Roads, Rural Electrification, etc. A comprehensive scheme, for development of coconut cultivation in the coastal areas of the district involving a cost of Rs. 53 lakhs is under implementation. Two Food Production Divisions in charge of two Executive Engineers with headquarters at Sivaganga and Devakottai are working to renovate the tanks and fix standards. Besides, there has been very fair classification of areas in this district for purpose of contribution from the beneficiaries for carrying out works under the village works grant and enhanced percentage in respect of matching grant for local cess surcharge levied in Panchayat Unions.

One major scheme for the rapid development of areas in Ramanathapuram district is the diversion of the surplus waters of the West flowing rivers of Kerala State for the development or irrigation and power. Pending an understanding with the Kerala Government, and the result of investigation by the Central Water and Power Commission, a token provision of Rs. 100 lakhs has been made in the Third Plan.

Another major scheme which can accelerate the industrial growth of this backward area is the development of the Tuticorin Port in the Tirunelveli district and the connected Sethusamudram Project. Provision has already been included in the National Plan for the development of Tuticorin Port as a major harbour. The industrial growth around this new harbour will absorb the surplus labour of the backward areas of the Ramanathapuram and Tirunelveli districts.

The Sethusamudram Project will link the Palk Bay with the Gulf of Mannar through a cutting across the Paraban Reef in Ramanathapuram district. The construction of the harbour and the canal across reefs in the Ramanathapuram district will provide immediate employment to the people of this area. This is a Central project and the economics of the Project is now being scrutinized by the Government of India.

There are certain backward pockets in other districts also and steps are being taken to develop those areas also under the Third Plan.

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Planning Commission under the Chairmanship of Dr. A. N. Khosla. The Committee will be supported by a unit for cost reduction studies, which will be located in the office of the Committee on Plan Projects. It has been suggested that each State should have a similar Committee for Reduction of Construction Costs which will keep in touch with action taken by different agencies in implementing proposals for economics in construction and will be able to review from time to time the further action that may be required.

APPENDIX VII.

[Vide answer to unstarred question No. 2 on page 791.]

1	Paddy	150	lb. in terms of ammonium sulphate.
2	Sugarcane (Irrigated) ..	625	do.
3	Cotton (Irrigated) ..	200	do.
4	Groundnut (Rainfed) ..	50	do.
5	Groundunt (Irrigated) ..	75	do.
6	Coconut (per tree) ..	3	do
7	Cholam (Irrigated) ..	200	do.
8	Cholam (Rainfed) ..	..	do.
9	Cumbu (Irrigated) ..	200	do.
10	Ragi (Irrigated) ..	200	do.
11	Potato	200	do.
12	Bananas	1,000	do.
13	Chillies	250	do.
14	Grapes	300	do.
15	Tobacco (Irrigated) ..	250	do.
16	Tobacco (Rainfed) ..	100	do.
17	Turmeric	250	do.

Note.—Based on the nitrogen contents, it has been considered that one ton of urea would be equivalent to 2·25 tons of ammonium sulphate, one ton of ammonium sulphate nitrate equivalent to 1·3 tons of ammonium sulphate and one ton of calcium ammonium nitrate equivalent to one ton of ammonium sulphate.

Details so far available are given below :—

	ACRES.	
Paddy	5,970,000	Area irrigated 89 per cent.
Millets and other cereals.	5,160,000	
Groundnut.. ..	2,080,000	Irrigated 11·2 per cent.
Sugarcane	137,100	

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Requirements of fertilizers for paddy, millets, tuber and other commercial crops :—

Paddy, cholam, ragi and cumbu.	154,658,490	lb. in terms of ammonium sulphate.
Sugarcane	18,212,250	do.
Turmeric, onions, sweet potatoes, and chillies.	10,650,300	do.
Banana	4,772,000	do.
Pulses	372,540	do.
Tobacco	3,834,420	do.
Oilseeds other than groundnut ..	612,600	do.
Groundnut	1,976,475	do.
Cotton	15,561,000	do.
Potatoes	1,690,560	do.
Coconuts	4,243,380	do.
	216,584,015 or 483,446 tons of ammonium sulphate.	
Unirrigted.—		
Cotton	17,053,860	
Groundnut	14,953,725	
	32,007,585 or 71,455 tons of ammonium sulphate.	
Total requirements for irrigated and unirrigated.	541,891 tons of ammonium sulphate.	

Note.—Though the actual requirements are known, firm indents are placed each year based on the prospects of receipts, taking into consideration probable nternal production and import prospects.

	TONS.	
Ammonium sulphate ..	59,665	147,111 tons in terms of Ammonium sulphate.
Urea	22,344	
Ammonium sulphate nitrate.	6,059	
Calcium Ammonium nitrate.	29,295	

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(ii) only one batta will be payable for two spells of duty making a single shift spread over two calendar days (e. g., for two spells of 5 hours each from 3 p. m. to 8 p. m. and 4 a.m. to 9 a. m. the next day making a single shift only one batta will be admissible);

(iii) only one batta will be payable when a worker does duty for 8 hours spread over two spells in a calendar day;

(iv) an additional batta will be payable to a worker if the spell of duty exceeds 8 hours by a minimum of 4 hours in the same calendar day;

(v) in the case of split duties, half the batta will be payable if the total of two split duties is less than 8 hours in a calendar day, but not less than 4 hours;

(vi) drivers and conductors on regular line duty will be eligible for the bonus at the rates appropriate to them if they complete the scheduled number of trips during the shift. In respect of certain services operated continuously for two shifts on mofussal routes the crew will be eligible for the accumulated bonus at the appropriate rates per shift;

(vii) the accumulated bonus will be determined for each calendar month and the total of such amounts will be paid annually before a festival day; and

(viii) those engaged on the cinema and lift service, emergency traffic and special or casual services will be eligible for the accumulated bonus per shift per day if they satisfactorily complete the work assigned to them.

4. In addition to the rates mentioned in paragraph 2 above, the drivers working in the Express Services in the long distance routes shall continue to be paid an extra batta of 25 per cent of the rates now ordered.

5. The drivers and conductors will continue to be paid the night halt allowance of Re. 1 (rupee one) per head per each night for every night spent outside the headquarters.

6. The drivers and conductors will also be paid batta and night halt allowance at the rates mentioned above subject to a maximum of two battas and one night halt allowance, for the days spent at outstation necessitated by reasons beyond their control such as natural calamities or breakdowns.

NOTE.—Drivers engaged on miscellaneous duties such as breakdown lorry, water lorry, staff cars, etc., and conductors on stand duty, etc. (otherwise than on rugular line duty) shall not be eligible for bonus under this rule.

7. Drivers and conductors operating on the long distance service on the Tiruchirapalli-Coimbatore route will continue to be eligible for batta at rates and subject to conditions specified in G. O. Ms. No. 266, Industries, Labour and Co-operation (Transport), dated 15th Junuary 1962, with the modification that the rate of accumulated bonus payable shall be 15nP. (fifteen naye Paise) instead of 12 nP.

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8. The expenditure should be debited to the relevant sub-heads of account under "57, Road and Water Transport Schemes — A. Road Transport — (i) Working Expenses — (b) Operation".

9. This order issues with the concurrence of the Finance Department—vide its U.O. No. 53352 (a) All. II/62-1, dated 3rd May 1962.

APPENDIX VI.

[Vide answer to starred question No. 816 on page 784.]

A brief summary of the communication received from the Planning Commission on the subject relating to reduction in cost of major construction projects.

Questions relating to reduction in the cost of major construction projects have come up for consideration from time to time over the past few years. A number of suggestions for measures for achieving economy in construction costs had been made by the Planning Commission. Suggestions have also been made in the Report on the Third Five-Year Plan (pages 284–87). The subject has been further considered by a group under the Chairmanship of Dr. A. N. Khosla, Member, Planning Commission. As a result of their discusssions, a Memorandum bringing together various suggestions has been prepared. The memorandum stresses the need for effective machinery for implementing the various suggestions.

The memorandum concerns itself not only building projects, but all major construction projects. Part I of the memorandum deals with planning, investigations, and preparation of projects reports. Part II of the memorandum, which deals with implementation, offers suggestions regarding inventory control, choice of construction agencies, types and contract, system of payments and audit and financial sanctions. Part III of the merorandum suggests a set-up for assisting the head of a project effectively so as to enable him to give adequate time to his basic tasks, specially, co-ordination, designs inspection, policies and detached thinking. It envisages providing the head of the project, the assistance of a well-equipped cost reduction unit. Part IV of the memorandum lays stress on the building up of expertise and trained manpower in various fields at all levels and their efficient utilization. Part V of the memorandum deals with completion reports of projects and technical bulletins.

With the wide range of works and projects which are undertaken and the number of agencies involved, in the ordinary course it becomes difficult to follow up action on recommendations for achieving economies in construction. At the Centre, a Committee for Reduction of Construction Costs which will include heads of the principal construction organizations, is being constituted by the